



Buenos Aires, 18th. December 1952

STATE OF BUENOS AIRES PORT

Having in mind the present state of our Port -which is a cause of serious and founded misgivings to the many trading circles in close relationship with its activities-, the CENTRO DE NAVEGACION has approached the National Ports Direction with a request for the adoption of the measures it may deem advisable to facilitate operations and avoid a possible congestion, inasmuch as the promising outlook for the next harvest may result in a considerable stepping up of shipping traffic.

J.J.HAM
Secretary

E.J.PENTREATH
President

"Buenos Aires, 8th. December 1952

"The NATIONAL PORTS DIRECTOR
Ingeniero don ALBERTO CHIAPPE
S.D.

MEASURES FOR IMPROVEMENT OF BUENOS AIRES PORT SITUATION

" The CENTRO DE NAVEGACION TRASSATLANTICA, an entity representing navigation companies and shipping agencies engaged in the overseas trade, with offices on calle 25 de Mayo 489 (5th.floor), has pleasure in addressing itself to the National Ports Director in order to express the following:

Since the promising forecasts issued in regard to the next crops will no doubt attract a considerable number of vessels, the CENTRO DE NAVEGACION, at a recent meeting and by the vote of all the members of its Managing Committee, has decided to approach the National Director in order to acquaint him with the present conditions of the port, and through his intermedium request from the pertinent authorities that the necessary steps be taken to facilitate as far as possible the execution of shipping operations and avoid a probable congestion of the port.

Notwithstanding the evident shrinkage of shipping traffic, many difficulties have been met with owing to the notorious scarcity of loading berths, which is further aggravated by the fact that many useful spaces are taken up by Navy barges, which remain in port for several months; by ships under repair or embargoes, even by a floating dock which occupies plenty of room that could be otherwise be devoted to shipping work; and other serious deficiencies such as the shallow draught in many sections of the port, the poor yield of labour for reception of goods in the warehouses; cranes in disrepair, etcetera.

We are writing separately to the National Director of Port Constructions and Navigable Ways requesting the execution of dredging jobs; and to the Ministry of Transport in order to obtain from the Naval Department the removal of the aforementioned barges, but we consider it useful that the port authorities should also take an interest in the solution of those problems.

The efforts devoted by that Direction to relieve the situation and find room for some of the vessels referred to at Pier 6 or Basin F are fully appreciated, as also the repeated interventions of its respective departments, but it now seems that a sterner policy will have to be adopted to check the serious situation which might ensue from the present state of affairs.

A brief examination of the conditions now prevailing in the port has suggested to us the undernoted remarks:

NEW PORT - BASIN E. SOUTH SIDE

- a) The quay wants paving, and is very narrow, not allowing trucks to move around; an agreement could be reached with the C.A.D.E. (Arg. Electric Light Co.) to have its grate moved further in and thus allow more manoeuvring space on the quay.
- b) The Pilotage Department's pilot ship (Fañón Recalada) is moored on this side, apparently in very bad conditions; next to it is the floating dock taking up one length and a half of mole, and the "San Matias", formerly a tanker, under repairs, with the troop landing barge B.D.T. 8 lying 2nd.off of her, occupying the best spot. The floating dock, we believe, could be stationed somewhere along the Parana de las Palmas River. The "San Matias" should be shifted to Basin F., or else removed also from the port.

It should be added that the characteristics of the Floating Dock as well as the risk of sinking which threatens the Pilot Ship preclude any possibility of tying up vessels 2nd.off of these, which makes it more urgent that they should be removed from there.

5th. PIERHEAD

This is a base for the State Airlines and ships to Martin Garcia Island.

The Airline's staircase should be moved further south, about 50 metres, thus remaining in front of the Control Station. A stretch of about 110 metres northwards up to the Power House filling pump, which could be paved, would thereby remain free for the mooring of ships.

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~~BASIN D. NORTH SIDE~~
The crane tracks have been cut off at one strip, owing apparently to the crossing of other wagon railroads, and the pertinent repairs ought to be carried out here in order to hinder the normal use of derricks.

BASIN D. SOUTH SIDE AND 4th. PIER

Elevator installations. At these and the aforementioned wharves, and generally all New Port and certain sections of the Old Port, more dredging is necessary.

BASIN C. NORTH SIDE

This wharf is under Grain Board control and other vessels are berthed there only conditionally, which we consider is not justified, since it contains no grain shipping installations. It should therefore be released for general use, as any other part of the port, and depend solely from the Ports Direction's Berthing Office.

The pavement between this basin and Pier 4 should be widened, in order to cope with the steady flow of conveyances in times of normal activities.

BASIN C. SOUTH SIDE AND 3rd. PIER

The southern wharves are leased to the State Merchant Fleet and the 3rd. Pier is under Dodero concession.

The only heavy lifting crane (20 tons) is situated on the 3rd. Pier, and as we have pointed out in previous occasions, its use should be made available to all vessels that may need it, the concession of the Pier being made subject to this condition.

BASIN B.

Sections 6 and 7 of this basin are also reserved for the exclusive use of the State Fleet and therefore unavailable for other shipping.

BASIN A.

Presently holds the "Pueyrredon" and the other transport that accompanied her in their round-the-world trip. It is essential that these berths be vacated as early as possible since they are most necessary for general service. The whaler "Juan Perón" is still lying in this basin.

The crane tracks on southern end of this basin do not cover the necessary extension, and should be lengthened to the West Pierhead angle.

NORTH BASIN 7th. SECTION

The warehouse has been diverted from its normal function, and destined, we understand, to the stores accountancy office. It should be restored to the import service.

The wharf is occupied by the s.s. "Ingeniero Huesgo", undergoing repairs.

Although this is not actually a comfortable berth it can and should be used for loading or discharging, and ought not to be allocated to vessels under repairs.

NORTH BASIN 6th. SECTION

The warehouse that formerly existed here has been taken asunder and removed. Not only has a useful installation been thus substracted from service; the platform which served as a base for it still remains whereas if it were levelled down it would provide a handy space for the movement of trucks engaged in wharf operations. It is therefore necessary that this platform should be dismantled and the area it occupies be paved over.

DOCK 4 6th. and 7th. SECTIONS AND EAST DOCK YARD

6th. section has been granted to the Eva Peron Foundation. For the purposes it was required by this institution any other spot could have been provided, but never a warehouse berth served by deep water and good cranes, which are no advantage to the concessionary.

This situation should be remedied or at least the shed ought to be made available to the import service.

Moreover the wharf is rendered useless owing to the presence of the s.s. "Rio Santa Cruz", which has been lying there for months.

The wharves off East dock yard and facing part of the 7th. Section are also taken up by Ministry of Marine barges.

DOCK 4 1st., 2nd. and 3rd. SECTIONS AND ALL DOCK 3

The hydraulic winches ought to be replaced as early as possible, but without doing away with the double track as has been the case in Dock 4, 4th. Section, because this double track for waggons is indispensable to efficient loading or discharging operations.

At East Dock 3, northern end, there are also several barges not operating.

The wharves at that end are furthermore strewn with iron planks, cardboard bales, etc., creating difficulties for any operations to be carried out.

At Dock 3, 3rd. Section West, there are also Ministry of Marine transport ships. The warehouse that was burnt down has not yet been recreated.

DOCK 2

The Postal parcel service operates at Section 2. This joint Post Office and Custom service does not necessarily have to be carried out on the wharf and taking up an important warehouse, whereby this latter activity is deprived of some very much needed installations.

A solution should be found to the problem of Postal Parcels Office so that these

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installations may again become available.

At the East end there are to be found: a Prefectura patrol vessel, the s/s "Rio Iguaçu", "Rio Chico", "Rio Quequén", laid up, and "Aristóbulo del Valle", belonging to Y.P.F. (State Oil Company) undergoing repairs.

The pavement at this end is badly in need of repair, being full of holes which are a serious hindrance to operations.

DOCK 1

With the exception of the M and this Dock is for the exclusive use of the State River Fleet, and consequently the fine deposits fitted with electric winches on the West end are only used for dealing with river traffic.

Facing the elevator the s.s. "Mogotes" is laid up, or being dismantled.

SOUTH BASIN

The reconstruction of the wharf destroyed by fire, already under way, requires stepping up, so that its restoration to service may ease the congestion in other spots which have in the meantime been allocated to south coast and river boats.

BOCA AND BARRACAS

There is a shortage of wharves for discharging wood and other cargo which might be brought to this zone if sufficiently deep berths were kept for overseas trade.

The wharves occupied by Sido, Merlo, Cory, Balcarce, Campanita, Campana and Macadam depts are the only one remaining for this trade, which is not enough, and the situation has further deteriorated since Merlo depot was taken up by the SS "Canopus" under embargo, as also part of the Cory depot, and due moreover to the presence of a sunken hull in front of Campanita. It is extremely urgent that a larger number of overseas wharves be allocated in this zone.

Between Pena depot and Harnadarias street there was a concession for discharging sand by suction which we understand is no longer in business. The place should therefore be released and destined to overseas vessels.

On the southern shore, where loading of bones in bulk is effected, the Dodero concession between Luis Saenz Pena Bridge and the Boca Railway leaves only a free space of seventy metres, which are not sufficient. Ocean going vessel should be given priority to this place when required for the operation referred to.

SOUTH DOCK

a) A shallow draught prevails throughout the whole dock, as already pointed out in a previous report.

b) On the Western side, at the second section's northern extension, it would be a simple matter to build wharves to hold four ships at a time which could be used especially for the discharge in case of large parcels of packed inflammables and other dangerous cargoes to the military.

c) Oil discharge wharves in disrepair. We particularly draw attention to the state of disrepair of wharves A-B-C-D-E-F and G on the East end, where tankers operate, and very especially to wharf B, where the outside platforms is in such precarious condition that any vessel may cause serious damage when mooring and unmooring, no matter what precautions are taken.

This situation deserves every attention on the part of the pertinent authorities and we earnestly request that the National Direction take the matter up with them in order to expedite the putting in hand of repairs which these wharves need so badly.

As it will be appreciated from the foregoing brief outline of facts, several measures of a diverse nature will have to be taken. The favorable crops predicted for this season which may now be considered a tangible reality, make it necessary to devote timely attention to the matter of putting the port in order and enable it to cope in the most efficient way, with the considerable effort which will no doubt be demanded of it. There is no sense in keeping it blocked up with ships under repairs, embargoes, etc.

A thorough dredging job is required. The regular functioning of the "Ansaldo" winches should be carefully seen to, since they are the subject of frequent breakdowns, and owing to the apparent lack of spare parts any piece going out of order paralyzes the winch for some days.

The daily garbage extraction service is likewise very poor and should be improved urgently. We thus presume to synthesize the situation of our port and put in our request for reforms.

May we be allowed to express that the foregoing remarks have been put forward with no intention of criticism other than of a constructive nature, and that their aims and purposes are exclusively to cooperate in the tasks undertaken by Direction in accordance with general instruction issued by the National Government.